Section 3
1998 Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians

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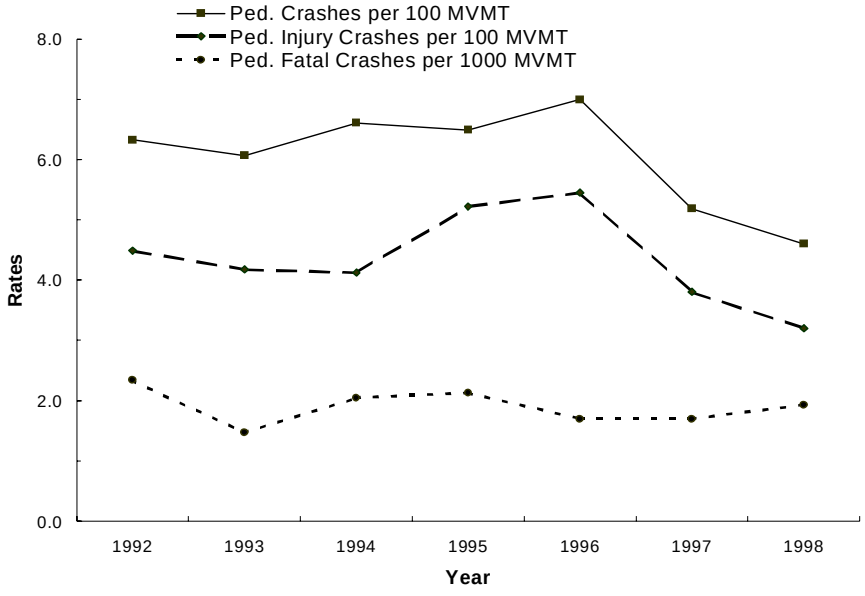
1992 - 1998 Crashes Involving Pedestrians

Table 3.01 and Figure 3.01 show the trends in pedestrian crashes for 1992 - 1998. The highest rate per vehicle miles traveled of pedestrian crashes and pedestrian injury crashes occurred in 1996, while the highest rate of fatal pedestrian crashes occurred in 1992. It is possible that the decrease in reported pedestrian crashes from 1997 - 1998 is due to a change in reporting criteria initiated in 1997 that excluded private property crashes. As a result, pedestrian crashes that occurred in a parking lot, driveway and other private roadways would not be included from 1997 forward.

Table 3.01 Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians, 1992 - 1998

	Ped. Crashes	Rate per 100	Ped. Injury Crashes	Rate per 100	Ped. Fatal Crashes	Rate per 1000
Year	#	MVMT	#	MVMT	#	MVMT
1992	1,029	6.3	730	4.5	38	2.3
1993	1,035	6.1	712	4.2	25	1.5
1994	1,075	6.6	745	4.1	37	2.0
1995	1,108	6.5	981	5.2	40	2.1
1996	1,137	7.0	1,060	5.5	33	1.7
1997	884	5.2	773	3.8	34	1.7
1998	748	4.6	679	3.2	41	1.9

Figure 3.01 Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians, 1992 - 1998



1998 Pedestrian Crash Severity

Figure 3.02 Severity of Pedestrian Motor Vehicle Crashes as Reported by Police, 1998 (n=748)

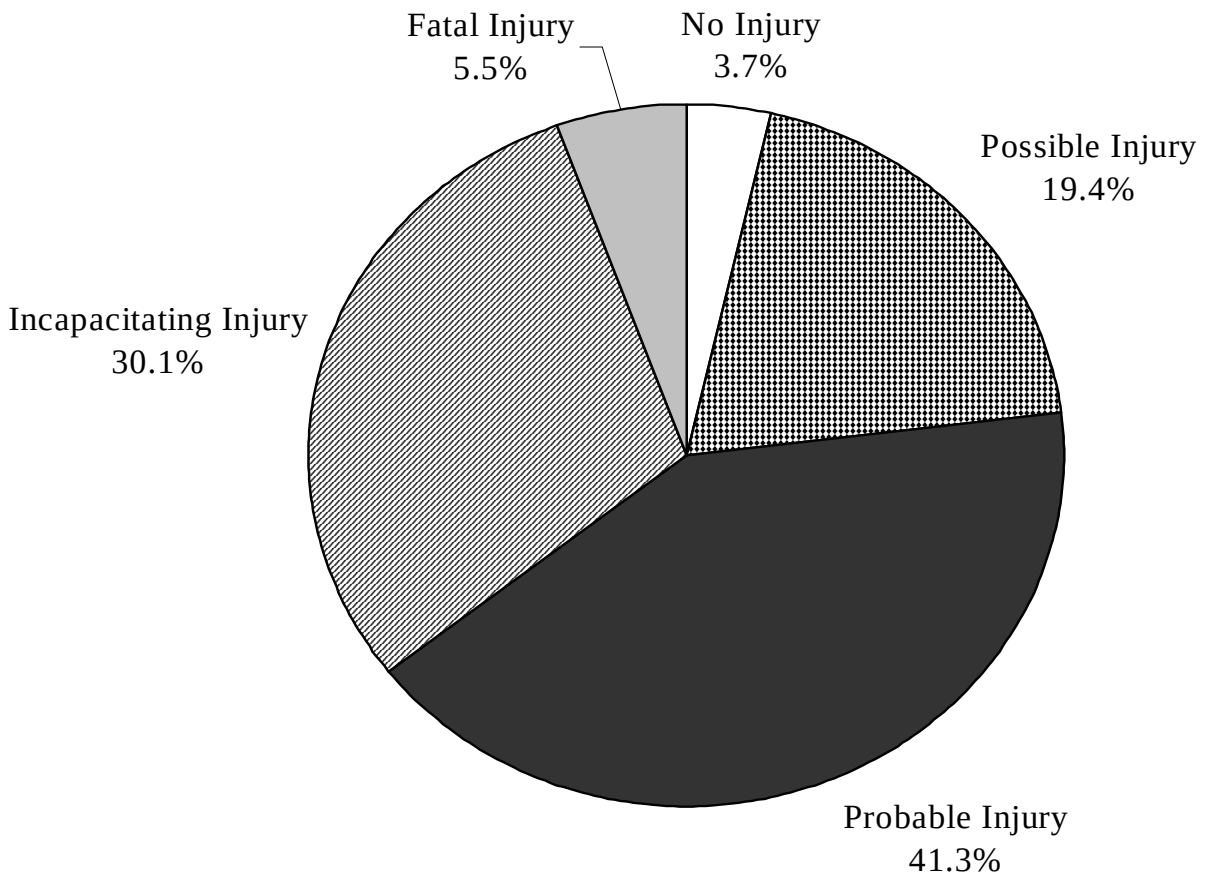


Figure 3.02 shows that the majority of pedestrian crashes (96%) resulted in an injury compared to 37% of all motor vehicle crashes. Moreover, 5.5% of pedestrian crashes resulted in a fatality, compared to 1% of all motor vehicle crashes.

The rates of pedestrian involved crashes, injury crashes and fatal crashes by county are shown in Table 3.02. There are two different rates given, one based on population of the county and another on the miles traveled in the county. The top three counties for pedestrian involved crashes and injury crashes based on miles traveled were Salt Lake, Weber and Utah. The top three counties for fatal crashes per miles traveled were Weber, Utah and Salt Lake.

1998 Pedestrian Crashes by County

Table 3.02 Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians by County, 1998

County	Ped. Crashes #	Rate per 10,000 Population	Rate per 100 MVMT	Ped. Injury Crashes #	Rate per 10,000 Population	Rate per 100 MVMT	Ped. Fatal Crashes #	Rate per 10,000 Population	Rate per 1000 MVMT
Beaver	4	6.3	2.0	4	6.3	2.0	0	0.0	0.0
Box Elder	3	0.7	0.3	3	0.7	0.3	0	0.0	0.0
Cache	16	1.8	2.2	15	1.7	2.0	0	0.0	0.0
Carbon	4	1.8	1.2	4	1.8	1.2	0	0.0	0.0
Daggett	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Davis	43	1.9	2.2	36	1.6	1.8	3	0.1	1.5
Duchesne	2	1.4	1.1	2	1.4	1.1	0	0.0	0.0
Emery	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Garfield	1	2.2	0.8	1	2.2	0.8	0	0.0	0.0
Grand	1	1.0	0.4	1	1.0	0.4	0	0.0	0.0
Iron	7	2.2	1.3	6	1.9	1.1	1	0.3	1.9
Juab	2	0.0	0.6	2	0.0	0.0	0	0.0	0.0
Kane	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Millard	1	0.8	0.3	1	0.8	0.3	0	0.0	0.0
Morgan	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Piute	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Rich	1	0.0	2.2	1	0.0	0.0	0	0.0	0.0
Salt Lake	429	5.0	6.1	391	4.6	5.5	20	0.2	2.8
San Juan	1	0.8	0.4	1	0.8	0.4	0	0.0	0.0
Sanpete	5	2.3	2.3	4	1.9	1.8	0	0.0	0.0
Sevier	5	2.7	1.4	5	2.7	1.4	0	0.0	0.0
Summit	6	2.3	1.1	5	2.0	0.9	1	0.4	1.8
Tooele	5	1.5	0.8	4	1.2	0.6	1	0.3	1.6
Uintah	3	1.2	1.1	3	1.2	1.1	0	0.0	0.0
Utah	124	3.7	4.5	115	3.4	4.2	8	0.2	2.9
Wasatch	3	2.2	1.3	3	2.2	1.3	0	0.0	0.0
Washington	15	1.9	1.8	13	1.6	1.5	1	0.1	1.2
Wayne	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Weber	67	3.6	4.8	59	3.2	4.2	6	0.3	4.3
Statewide	748	3.6	3.5	679	3.2	3.2	41	0.2	1.9

The table below compares pedestrian crashes in 1997 to 1998. While most counties experienced a decrease in pedestrian crashes for 1998, in Utah County the number of fatal pedestrian crashes doubled.

Table 3.03. Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians by County, 1997 - 1998

	Ped. Crashes				Ped. Injury Crashes				Ped. Fatal Crashes			
	1997		1998		1997		1998		1997		1998	
County	#	Rate per 100 MVMT	#	Rate per 100 MVMT	#	Rate per 100 MVMT	#	Rate per 100 MVMT	#	Rate per 1000 MVMT	#	Rate per 1000 MVMT
Beaver	1	0.5	4	2.0	1	0.5	4	2.0	0	0.0	0	0.0
Box Elder	9	1.1	3	0.3	9	1.1	3	0.3	0	0.0	0	0.0
Cache	22	3.2	16	2.2	20	2.9	15	2.0	1	1.4	0	0.0
Carbon	3	1.0	4	1.2	2	0.7	4	1.2	0	0.0	0	0.0
Daggett	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Davis	65	3.5	43	2.2	57	3.1	36	1.8	3	1.6	3	1.5
Duchesne	3	1.7	2	1.1	3	1.7	2	1.1	0	0.0	0	0.0
Emery	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Garfield	1	0.8	1	0.8	1	0.8	1	0.8	0	0.0	0	0.0
Grand	1	0.4	1	0.4	1	0.4	1	0.4	0	0.0	0	0.0
Iron	7	1.4	7	1.3	7	1.4	6	1.1	0	0.0	1	1.9
Juab	0	0.0	2	0.6	0	0.0	2	0.6	0	0.0	0	0.0
Kane	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Millard	3	0.8	1	0.3	2	0.5	1	0.3	1	2.7	0	0.0
Morgan	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Piute	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rich	0	0.0	1	2.2	0	0.0	1	2.2	0	0.0	0	0.0
Salt Lake	463	6.7	429	6.1	423	6.1	391	5.5	20	2.9	20	2.8
San Juan	6	2.3	1	0.4	5	1.9	1	0.4	0	0.0	0	0.0
Sanpete	6	2.7	5	2.3	6	2.7	4	1.8	0	0.0	0	0.0
Sevier	6	1.8	5	1.4	4	1.2	5	1.4	1	3.0	0	0.0
Summit	4	0.7	6	1.1	3	0.6	5	0.9	0	0.0	1	1.8
Tooele	5	0.9	5	0.8	5	0.9	4	0.6	0	0.0	1	1.6
Uintah	6	2.2	3	1.1	6	2.2	3	1.1	0	0.0	0	0.0
Utah	130	4.9	124	4.5	124	4.7	115	4.2	4	1.5	8	2.9
Wasatch	4	1.9	3	1.3	3	1.4	3	1.3	0	0.0	0	0.0
Washington	19	2.4	15	1.8	19	2.4	13	1.5	0	0.0	1	1.2
Wayne	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Weber	78	5.8	67	4.8	70	5.2	59	4.2	4	3.0	6	4.3
Missing	2		0		2				0		0	
Statewide	844	4.1	748	3.5	773	3.8	679	3.2	34	1.7	41	1.9

1998 Pedestrian Crash Times

Table 3.04 shows that pedestrian crashes and pedestrian injury crashes peaked during the late afternoon (3 p.m. to 5 p.m.). Fatal pedestrian crashes occurred most often in the evening from 6 p.m. to 10 p.m. and again in the morning hour at 6 a.m. (Figure 3.03).

Fall months (September and October) as well as March and December had high rates of pedestrian crashes and pedestrian injury crashes (Table 3.05). Most of fatal pedestrian crashes (49%) occurred between Memorial Day and Labor Day. The rate of fatal pedestrian crashes per day between Memorial Day and Labor Day was 0.18 which is almost double the yearly rate of 0.11.

Table 3.04 Hour of Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians, 1998

	Ped. Crashes		Ped. Injury Crashes		Ped. Fatal Crashes	
Hour	**#**	**%**	**#**	**%**	**#**	**%**
12 a.m.	3	0.4%	2	0.3%	1	2.4%
1 a.m.	10	1.3%	9	1.3%	1	2.4%
2 a.m.	2	0.3%	2	0.3%	0	0.0%
3 a.m.	0	0.0%	0	0.0%	0	0.0%
4 a.m.	1	0.1%	1	0.1%	0	0.0%
5 a.m.	4	0.5%	3	0.4%	1	2.4%
6 a.m.	24	3.2%	20	2.9%	4	9.8%
7 a.m.	42	5.6%	39	5.7%	2	4.9%
8 a.m.	24	3.2%	22	3.2%	2	4.9%
9 a.m.	18	2.4%	18	2.7%	0	0.0%
10 a.m.	25	3.3%	23	3.4%	1	2.4%
11 a.m.	23	3.1%	22	3.2%	1	2.4%
12 p.m.	39	5.2%	37	5.4%	2	4.9%
1 p.m.	35	4.7%	28	4.1%	4	9.8%
2 p.m.	42	5.6%	39	5.7%	0	0.0%
3 p.m.	81	10.8%	76	11.2%	1	2.4%
4 p.m.	48	6.4%	48	7.1%	0	0.0%
5 p.m.	69	9.2%	66	9.7%	0	0.0%
6 p.m.	66	8.8%	57	8.4%	5	12.2%
7 p.m.	48	6.4%	43	6.3%	3	7.3%
8 p.m.	38	5.1%	36	5.3%	2	4.9%
9 p.m.	42	5.6%	34	5.0%	5	12.2%
10 p.m.	45	6.0%	38	5.6%	4	9.8%
11 p.m.	19	2.5%	16	2.4%	2	4.9%
Grand Total	748	100.0%	679	100.0%	41	100.0%

Figure 3.03 Hour of Injury Crashes and Fatal Crashes Involving Pedestrians, 1998 (See Table 3.04 for values)

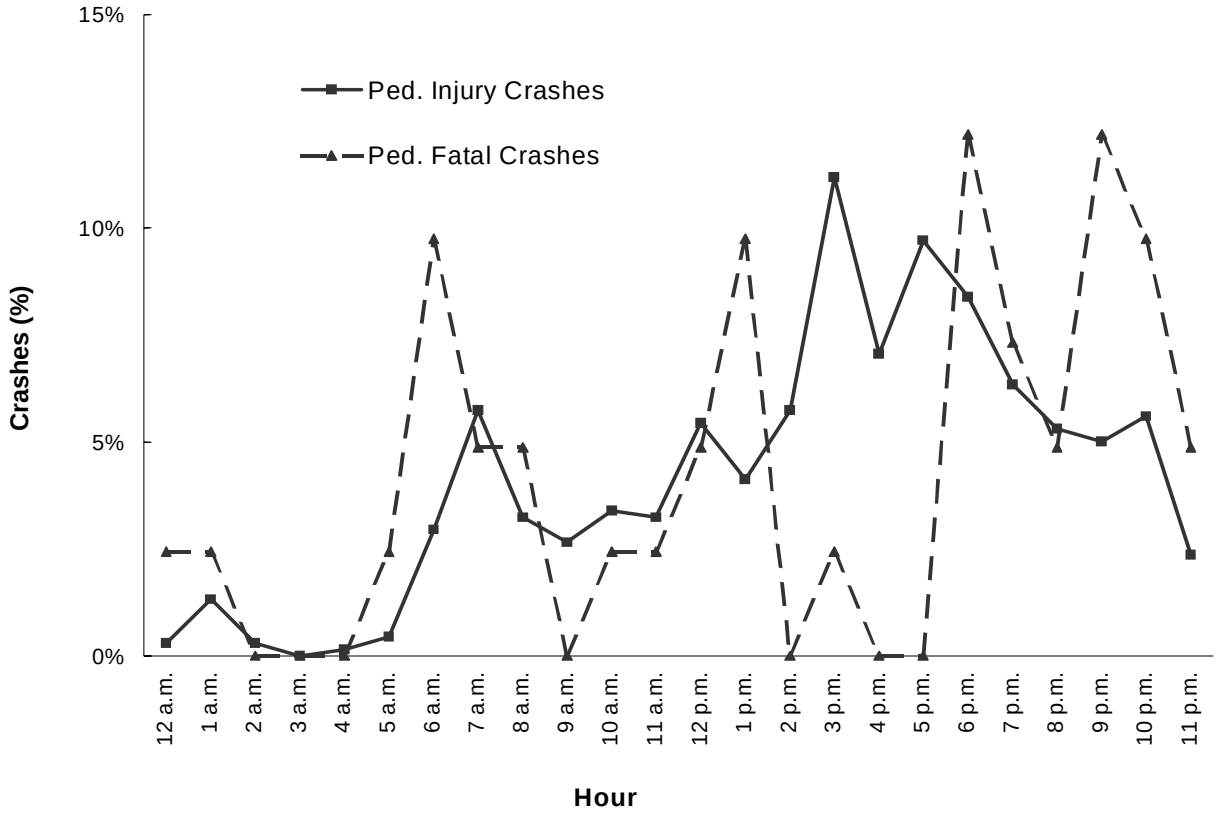
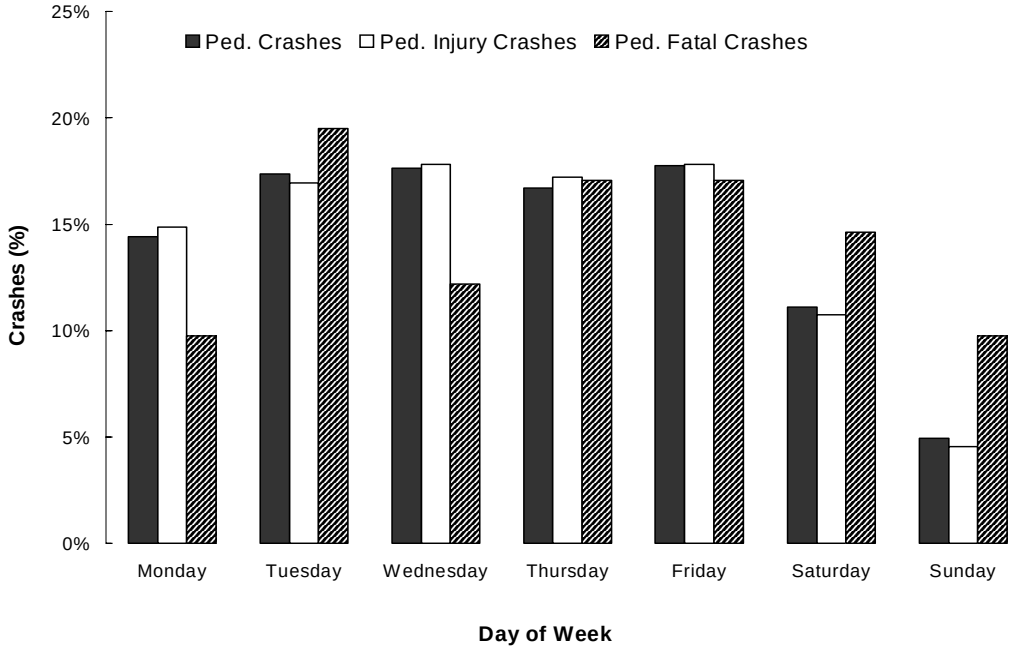


Table 3.05 Month of Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians, 1998

	Ped. Crashes		Ped. Injury Crashes		Ped. Fatal Crashes	
Crash Month	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	64	2.1	57	1.8	4	0.1
February	56	2.0	49	1.8	4	0.1
March	76	2.5	69	2.2	3	0.1
April	52	1.7	50	1.7	1	0.0
May	55	1.8	50	1.6	4	0.1
June	49	1.6	45	1.5	3	0.1
July	61	2.0	49	1.6	9	0.3
August	56	1.8	53	1.7	1	0.0
September	73	2.4	67	2.2	5	0.2
October	78	2.5	72	2.3	3	0.1
November	53	1.8	49	1.6	2	0.1
December	75	2.4	69	2.2	2	0.1
Grand Total	748	2.0	679	1.9	41	0.1

The highest percentage of pedestrian crashes and pedestrian injury crashes occurred on Wednesday and Friday. Fatal pedestrian crashes occurred most often on Tuesday. Although Sundays accounted for the smallest proportion of pedestrian crashes, pedestrian crashes occurring on that day were 2 times more likely to be fatal compared to other days of the week.

Figure 3.04 Day of Week for Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians, 1998 (See Table 3.06 for values)



Note: The above graph is based on percentage for the different crash categories. To read the above graph, look at one category across the groups. For example, look at only the white bars (i.e. pedestrian injury crashes) from day to day. Do not compare the heights of the different crash categories for a specific day.

Table 3.06 Day of Week for Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians, 1998

	Ped. Crashes		Ped. Injury Crashes		Ped. Fatal Crashes	
Day of Week	#	%	#	%	#	%
Monday	108	14.4%	101	14.9%	4	9.8%
Tuesday	130	17.4%	115	16.9%	8	19.5%
Wednesday	132	17.6%	121	17.8%	5	12.2%
Thursday	125	16.7%	117	17.2%	7	17.1%
Friday	133	17.8%	121	17.8%	7	17.1%
Saturday	83	11.1%	73	10.8%	6	14.6%
Sunday	37	4.9%	31	4.6%	4	9.8%
Grand Total	748	100.0%	679	100.0%	41	100.0%

1998 Pedestrian Crash Characteristics

The majority of pedestrian crashes occurred in urban areas (Table 3.07). While rural and small urban areas experienced a small number of pedestrian crashes, these areas were 3 times more likely to have a fatal pedestrian crash than moderate and large urban areas.

Table 3.08 shows that the largest percentage of vehicles involved in pedestrian crashes, and injury crashes were passenger cars, while pickup trucks and vans were involved in the largest percentage of fatal pedestrian crashes. School buses were involved in 2 pedestrian crash resulting in 2 injured pedestrians but no fatalities. Large trucks were involved in 14 pedestrian crashes resulting in 12 injured pedestrians and 2 fatalities.

Table 3.07 Urban / Rural Location of Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians, 1998

	Ped. Crashes		Ped. Injury Crashes		Ped. Fatal Crashes	
Urban / Rural Location	**#**	**%**	**#**	**%**	**#**	**%**
Rural Area - Up to 5,000	44	5.9%	38	5.6%	6	13.6%
Small Urban - 5,000 to 49,999	28	3.7%	24	3.5%	3	6.8%
Moderate Urban - 50,000 to 199,999	13	1.7%	12	1.8%	0	0.0%
Large Urban - 200,000 or More	584	78.1%	534	78.6%	26	59.1%
Missing	79	10.6%	71	10.5%	9	20.5%
Grand Total	748	100.0%	679	100.0%	44	100.0%

Table 3.08 Type of Vehicles Involved in Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians, 1998

	Ped. Crashes		Ped. Injury Crashes		Ped. Fatal Crashes	
Vehicle Type	**#**	**%**	**#**	**%**	**#**	**%**
Passenger Car	462	59.0%	426	60.6%	14	32.6%
Pickup Truck / Vans	268	34.2%	228	32.4%	26	60.5%
Unknown	27	3.4%	26	3.7%	1	2.3%
Large Truck	14	1.8%	12	1.7%	2	4.7%
Other	7	0.9%	6	0.9%	0	0.0%
Motorcycle	3	0.4%	3	0.4%	0	0.0%
School Bus	2	0.3%	2	0.3%	0	0.0%
Grand Total	783	100.0%	703	100.0%	43	100.0%

Note: More than one vehicle may be involved in a pedestrian crash.
Unknown vehicles are "hit and run" vehicles.

1998 Pedestrian Crash Violations and Contributing Factors

Table 3.09 Violations for Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians, 1998

Violations	Ped. Crashes		Ped. Injury Crashes		Ped. Fatal Crashes	
	#	%	#	%	#	%
Failure to Yield Right of Way	83	52.2%	82	54.7%	1	33.3%
Improper Lookout	25	15.7%	22	14.7%	1	33.3%
Hit and Run	11	6.9%	9	6.0%	0	0.0%
Driving Under the Influence	7	4.4%	7	4.7%	0	0.0%
All Other Moving Violations	6	3.8%	6	4.0%	0	0.0%
Negligent Collision	6	3.8%	6	4.0%	0	0.0%
Reckless Driving	5	3.1%	5	3.3%	0	0.0%
Improper Passing	3	1.9%	2	1.3%	0	0.0%
Stop Sign	3	1.9%	3	2.0%	0	0.0%
Improper Backing	2	1.3%	2	1.3%	0	0.0%
Speeding	2	1.3%	2	1.3%	0	0.0%
Wrong Side of Road	2	1.3%	2	1.3%	0	0.0%
Improper Lane Change	1	0.6%	0	0.0%	0	0.0%
Improper Start and Stop	1	0.6%	1	0.7%	0	0.0%
Improper Turn	1	0.6%	1	0.7%	0	0.0%
Vehicle Homicide	1	0.6%	0	0.0%	1	33.3%
Grand Total	159	100.0%	150	100.0%	3	100.0%

There were 761 drivers involved in pedestrian crashes, of which 159 (21%) were cited for a traffic violation. Over half (52%) of the violations were for "failure to yield right of way". Only 7% of drivers involved in fatal pedestrian crashes received a citation at the crash scene.

The factors contributing to pedestrian crashes are listed in Table 3.10. These factors were coded by the officers at the scene for vehicles involved in the crash. The officer may record no contributing factor or up to two different contributing factors. The primary contributing factor recorded for all types of pedestrian crashes was "improper lookout" followed by "failed to yield right of way". Alcohol and other drugs appear to be an important contributing factor in fatal pedestrian crashes. While "DUI", "had been drinking" and "under the influence of drugs" account for 2% of contributing factors in all pedestrian crashes, these factors accounted for 12% in fatal pedestrian crashes.

Table 3.10 Contributing Factors in Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians, 1998

Contributing Factors	Ped. Crashes #	Ped. Crashes %	Ped. Injury Crashes #	Ped. Injury Crashes %	Ped. Fatal Crashes #	Ped. Fatal Crashes %
Improper Lookout	193	35.1%	171	33.7%	7	41.2%
Failed to Yield the Right of Way	138	25.1%	134	26.4%	3	17.6%
Hit and Run	95	17.3%	91	17.9%	2	11.8%
Other Improper Driving	37	6.7%	35	6.9%	0	0.0%
Speed Too Fast	12	2.2%	10	2.0%	2	11.8%
Improper Overtaking	9	1.6%	7	1.4%	0	0.0%
Disregarded Traffic Signal	7	1.3%	7	1.4%	0	0.0%
Driving Under the Influence	7	1.3%	6	1.2%	1	5.9%
Non-Contact Vehicle Involved	7	1.3%	6	1.2%	1	5.9%
Windshield Not Clear	7	1.3%	7	1.4%	0	0.0%
Following Too Closely	6	1.1%	3	0.6%	0	0.0%
Improper Backing	5	0.9%	4	0.8%	0	0.0%
Improper Turn	4	0.7%	4	0.8%	0	0.0%
Drove Left of Center	3	0.5%	3	0.6%	0	0.0%
Improper Parking	3	0.5%	3	0.6%	0	0.0%
Had Been Drinking	2	0.4%	1	0.2%	1	5.9%
Headlights Glaring	2	0.4%	2	0.4%	0	0.0%
Other Defective Condition	2	0.4%	2	0.4%	0	0.0%
Under the Influence of Drugs	2	0.4%	2	0.4%	0	0.0%
Vehicle Rolling in Traffic Lane	2	0.4%	2	0.4%	0	0.0%
Asleep	1	0.2%	1	0.2%	0	0.0%
Brakes Defective	1	0.2%	1	0.2%	0	0.0%
Down Hill Runaway	1	0.2%	1	0.2%	0	0.0%
Failed to Signal	1	0.2%	1	0.2%	0	0.0%
Headlights Insufficient or Out	1	0.2%	1	0.2%	0	0.0%
Passed Stop Sign	1	0.2%	1	0.2%	0	0.0%
Wrong Side of Road	1	0.2%	1	0.2%	0	0.0%
Grand Total	550	100.0%	507	100.0%	17	100.0%

1998 Drivers Involved in Pedestrian Crashes

Table 3.11 shows that drivers between the ages of 15 to 29 years represented the greatest percentage (44%) of drivers involved in a pedestrian crash. The largest percentage (23%) of drivers involved in fatal pedestrian crashes were in the age groups 30 to 34 years.

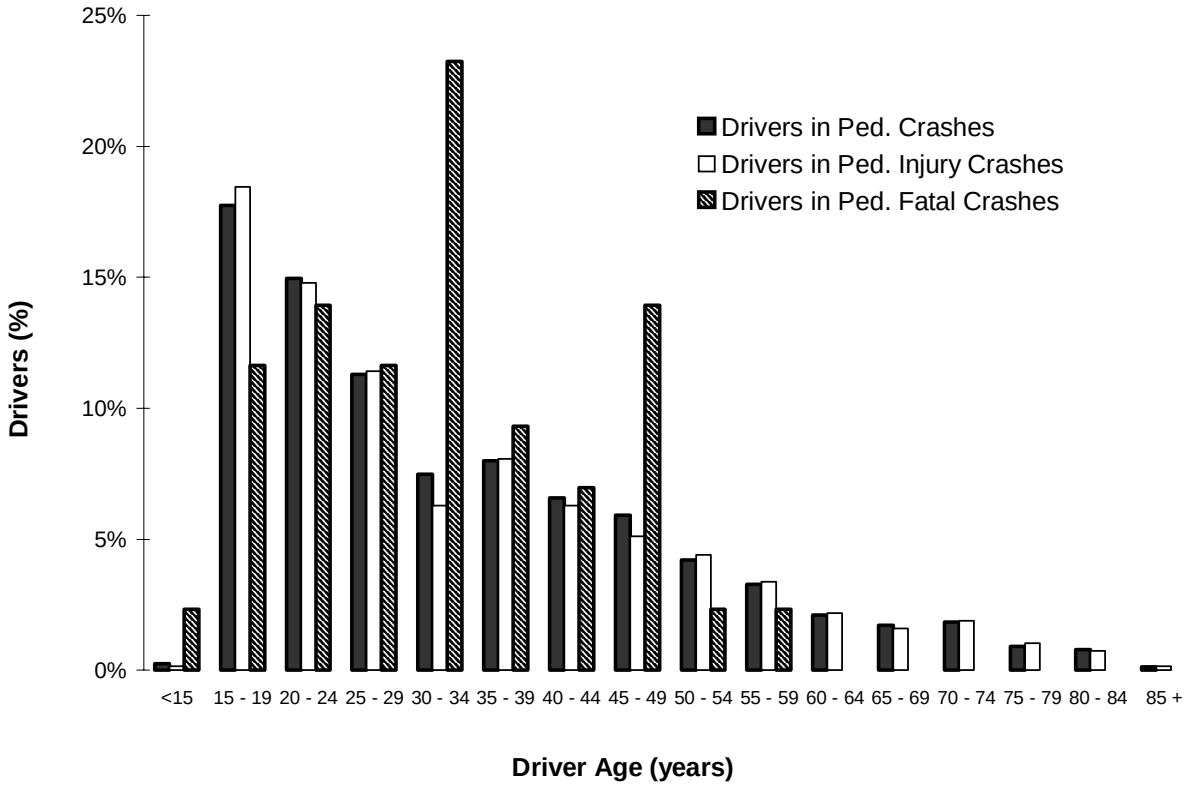
Over half (57%) of drivers involved in pedestrian crashes were male (Table 3.12). Male drivers represented a large percentage (72%) of drivers involved in fatal pedestrian crashes.

Table 3.11 Age of Drivers in Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians, 1998

	Ped. Crashes		Ped. Injury Crashes		Ped. Fatal Crashes	
Driver's Age	# Drivers	%	# Drivers	%	# Drivers	%
<15	2	0.3%	1	0.1%	1	2.3%
15 - 19	135	17.7%	126	18.4%	5	11.6%
20 - 24	114	15.0%	101	14.8%	6	14.0%
25 - 29	86	11.3%	78	11.4%	5	11.6%
30 - 34	57	7.5%	43	6.3%	10	23.3%
35 - 39	61	8.0%	55	8.1%	4	9.3%
40 - 44	50	6.6%	43	6.3%	3	7.0%
45 - 49	45	5.9%	35	5.1%	6	14.0%
50 - 54	32	4.2%	30	4.4%	1	2.3%
55 - 59	25	3.3%	23	3.4%	1	2.3%
60 - 64	16	2.1%	15	2.2%	0	0.0%
65 - 69	13	1.7%	11	1.6%	0	0.0%
70 - 74	14	1.8%	13	1.9%	0	0.0%
75 - 79	7	0.9%	7	1.0%	0	0.0%
80 - 84	6	0.8%	5	0.7%	0	0.0%
85 +	1	0.1%	1	0.1%	0	0.0%
Missing	97	12.7%	96	14.1%	1	2.3%
Grand Total	761	100.0%	683	100.0%	43	100.0%

Note: More than one driver may be involved in a pedestrian crash and driver information may be missing (e.g. a hit and run).

Figure 3.05 Age of Drivers in Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians, 1998 (See Table 3.11 for values)



Note: The above graph is based on percentage for the different crash categories. To read the above graph, look at one category across the groups. For example, look at only the white bars (i.e. drivers of injury crashes) from age group to age group. Do not compare the heights of the different crash categories for a specific age group.

Table 3.12 Gender of Drivers in Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians, 1998

	Ped. Crashes		Ped. Injury Crashes		Ped. Fatal Crashes	
Driver's Gender	**# Drivers**	**%**	**# Drivers**	**%**	**# Drivers**	**%**
Female	272	35.7%	246	36.0%	11	25.6%
Male	435	57.2%	384	56.2%	31	72.1%
Missing	54	7.1%	53	7.8%	1	2.3%
Grand Total	761	100.0%	683	100.0%	43	100.0%

Note: More than one driver may be involved in a pedestrian crash and driver information may be missing (e.g., a hit and run).

1998 Pedestrian Injury Severity

Figure 3.06 Pedestrian Injury Severity as Reported by Police, 1998 (n=851)

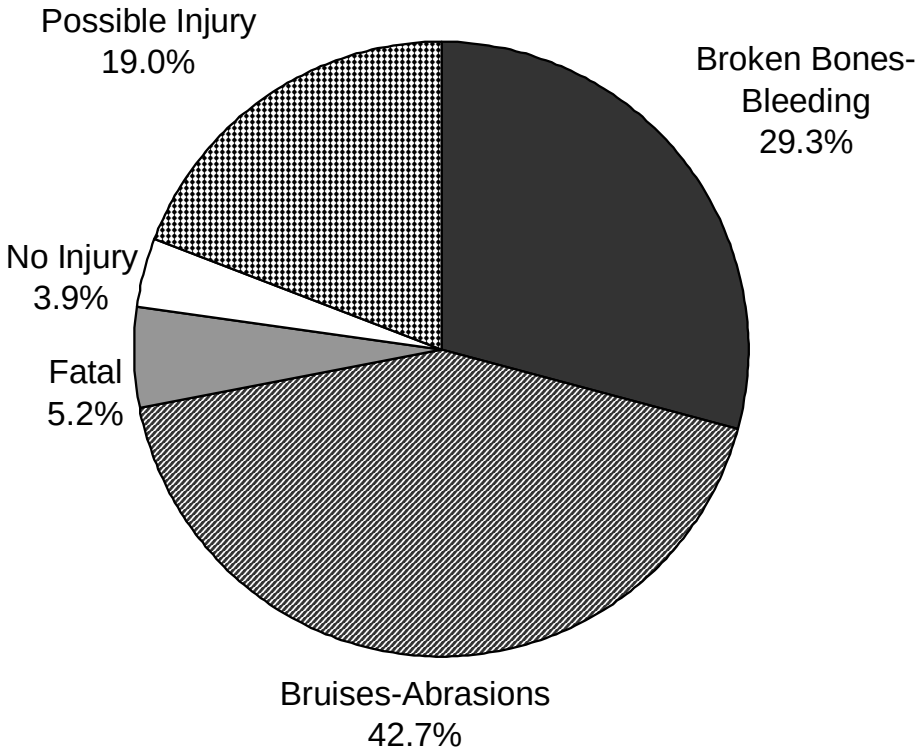


Figure 3.06 shows that 96% of pedestrians involved in a crash sustained an injury compared to 22% of all motor vehicle crash participants. The percentage of pedestrian fatalities (5%) was higher than the percentage for all motor vehicle crash participants (0.2%).

There were 851 pedestrians involved in recorded crashes during 1998. This is approximately 12% less than the number of recorded pedestrians involved in crashes during 1997. Table 3.13 shows the number of pedestrians, injured pedestrians and pedestrians killed in motor vehicle crashes by county. Most of the pedestrian crashes occurred in the Wasatch Front. Salt Lake County had 48% of the pedestrian fatalities and 56% of all pedestrians involved in crashes within the state. Following Salt Lake, the majority of pedestrians were hit, injured or killed in Utah (17%), Weber (8%) and Davis (6%) counties.

1998 Pedestrians by County

Table 3.13 Pedestrians, Injured Pedestrians and Pedestrian Fatalities by County, 1998

	Pedestrians			Injured Pedestrians			Pedestrian Fatalities		
County	#	Rate per 100 MVMT	Rate Per 10,000 Population	#	Rate per 100 MVMT	Rate Per 10,000 Population	#	Rate per 1000 MVMT	Rate Per 10,000 Population
Beaver	4	2.0	6.3	4	2.0	6.3	0	0.0	0.0
Box Elder	5	0.6	1.2	5	0.6	1.2	0	0.0	0.0
Cache	20	2.7	2.2	19	2.6	2.1	0	0.0	0.0
Carbon	4	1.2	1.8	4	1.2	1.8	0	0.0	0.0
Daggett	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Davis	47	2.4	2.1	43	2.2	1.9	3	1.5	0.1
Duchesne	2	1.1	1.4	2	1.1	1.4	0	0.0	0.0
Emery	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Garfield	1	0.8	2.2	1	0.8	2.2	0	0.0	0.0
Grand	2	0.8	2.0	2	0.8	2.0	0	0.0	0.0
Iron	9	1.7	2.8	8	1.5	2.5	1	1.9	0.3
Juab	2	0.6	2.5	2	0.6	2.5	0	0.0	0.0
Kane	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Millard	1	0.3	0.8	1	0.3	0.8	0	0.0	0.0
Morgan	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Piute	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Rich	1	2.2	5.4	1	2.2	5.4	0	0.0	0.0
Salt Lake	478	6.8	5.6	434	6.1	5.1	21	3.0	0.2
San Juan	2	0.7	1.5	2	0.7	1.5	0	0.0	0.0
Sanpete	9	4.1	4.2	8	3.6	3.7	1	4.5	0.5
Sevier	6	1.7	3.2	5	1.4	2.7	1	2.8	0.5
Summit	12	2.1	4.7	10	1.8	3.9	1	1.8	0.4
Tooele	5	0.8	1.5	4	0.6	1.2	1	1.6	0.3
Uintah	3	1.1	1.2	3	1.1	1.2	0	0.0	0.0
Utah	142	5.2	4.3	133	4.8	4.0	8	2.9	0.2
Wasatch	4	1.8	2.9	4	1.8	2.9	0	0.0	0.0
Washington	21	2.5	2.6	17	2.0	2.1	1	1.2	0.1
Wayne	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Weber	71	5.1	3.9	62	4.4	3.4	6	4.3	0.3
Statewide	851	4.0	4.1	774	3.6	3.7	44	2.1	0.2

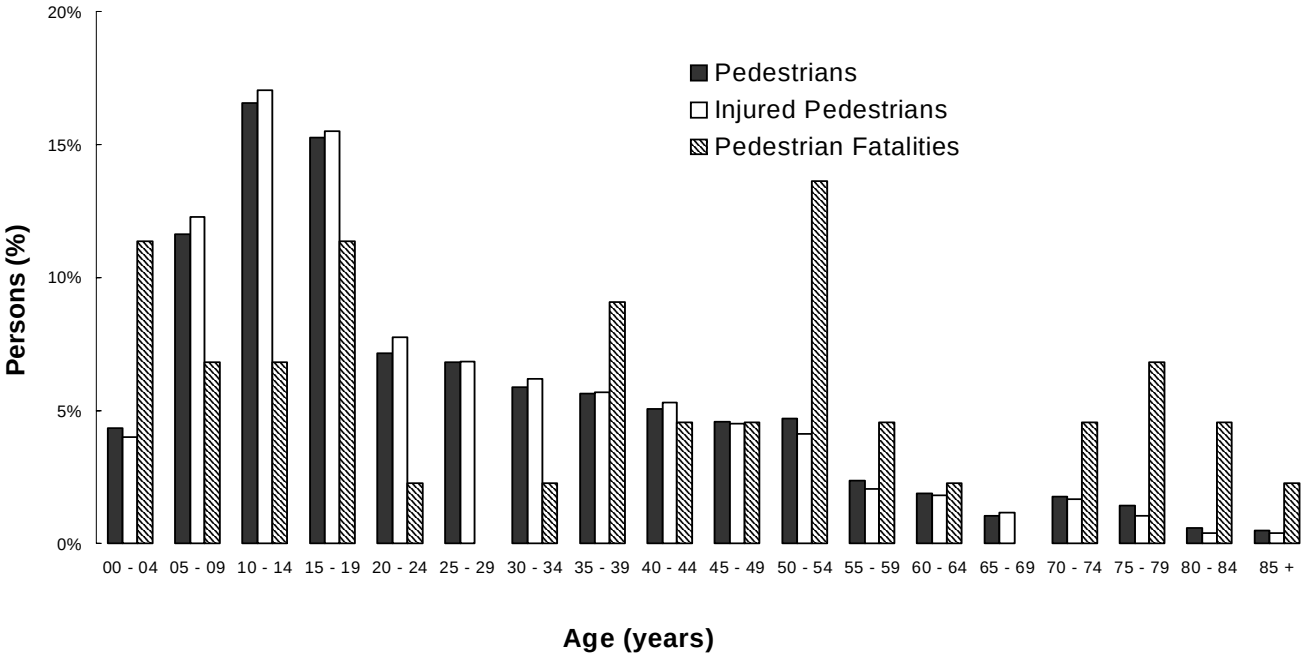
1998 Pedestrian Characteristics

Almost half (48%) of pedestrians involved in crashes were under 20 years of age. This same age group accounted for a third (36%) of the fatalities. While 5% of pedestrians involved in crashes were over the age of 65 years old, this age group accounted for 5% of injured pedestrians and 18% of the fatalities (Figure 3.07).

Table 3.15 shows the gender of pedestrians involved in crashes. The majority of the pedestrians involved in crashes were male (60%). This group represented an even larger percentage of pedestrian fatalities (66%).

The actions of the pedestrian prior to the crash are shown in Table 3.16. The leading pedestrian actions prior to the crash occurrence were "crossing the roadway not at an intersection" (23%), and "crossing the roadway at intersection with no signal" (14%). "Crossing the roadway not at an intersection" (23%), and "crossing the roadway at intersection with no signal" (15%) were also the leading actions of pedestrians injured in a crash. The primary pedestrian actions prior to a fatality were "crossing not at an intersection" (46%) , "other action in roadway" (11%), and "walking in roadway with traffic" (11%).

Figure 3.07 Age of Pedestrians, Injured Pedestrians and Pedestrian Fatalities, 1998 (See Table 3.14 for values)



Note: The above graph is based on percentage for the different injury categories. To read the above graph, look at one category across the groups. For example, look at only the white bars (i.e. injured pedestrians) from age group to age group. Do not compare the heights of the different categories for a specific age group.

Table 3.14 Age of Pedestrians, Injured Pedestrians and Pedestrian Fatalities, 1998

Age	Pedestrians #	Pedestrians %	Injured Pedestrians #	Injured Pedestrians %	Pedestrian Fatalities #	Pedestrian Fatalities %
00 - 04	37	4.3%	31	4.0%	5	11.4%
05 - 09	99	11.6%	95	12.3%	3	6.8%
10 - 14	141	16.6%	132	17.1%	3	6.8%
15 - 19	130	15.3%	120	15.5%	5	11.4%
20 - 24	61	7.2%	60	7.8%	1	2.3%
25 - 29	58	6.8%	53	6.8%	0	0.0%
30 - 34	50	5.9%	48	6.2%	1	2.3%
35 - 39	48	5.6%	44	5.7%	4	9.1%
40 - 44	43	5.1%	41	5.3%	2	4.5%
45 - 49	39	4.6%	35	4.5%	2	4.5%
50 - 54	40	4.7%	32	4.1%	6	13.6%
55 - 59	20	2.4%	16	2.1%	2	4.5%
60 - 64	16	1.9%	14	1.8%	1	2.3%
65 - 69	9	1.1%	9	1.2%	0	0.0%
70 - 74	15	1.8%	13	1.7%	2	4.5%
75 - 79	12	1.4%	8	1.0%	3	6.8%
80 - 84	5	0.6%	3	0.4%	2	4.5%
85 +	4	0.5%	3	0.4%	1	2.3%
Missing	24	2.8%	17	2.2%	1	2.3%
Grand Total	851	100.0%	774	100.0%	44	100.0%

Table 3.15 Gender of Pedestrians, Injured Pedestrians and Pedestrian Fatalities, 1998

Gender	Pedestrians #	Pedestrians %	Injured Pedestrians #	Injured Pedestrians %	Pedestrian Fatalities #	Pedestrian Fatalities %
Male	507	59.6%	461	59.6%	29	65.9%
Female	338	39.7%	309	39.9%	15	34.1%
Missing	6	0.7%	4	0.5%	0	0.0%
Grand Total	851	100.0%	774	100.0%	44	100.0%

Table 3.16 Pedestrian Action Prior to Crash, 1998

Pedestrian Action Prior to Crash	Pedestrians #	Pedestrians %	Injured Pedestrians #	Injured Pedestrians %	Pedestrian Fatalities #	Pedestrian Fatalities %
Crossing Not at Intersection	198	23.3%	178	23.0%	20	45.5%
Crossing Intersection No Signal	117	13.7%	115	14.9%	2	4.5%
Crossing Intersection with Signal	114	13.4%	114	14.7%	0	0.0%
Not Stated	70	8.2%	37	4.8%	0	0.0%
Crossing Intersection Against Signal	65	7.6%	63	8.1%	2	4.5%
Other Action in Roadway	51	6.0%	46	5.9%	5	11.4%
Coming from Behind Parked Cars	35	4.1%	32	4.1%	3	6.8%
Not in Roadway	28	3.3%	28	3.6%	0	0.0%
Other Standing in Roadway	25	2.9%	24	3.1%	1	2.3%
Walking in Roadway with Traffic	23	2.7%	18	2.3%	5	11.4%
Other Working in Roadway	18	2.1%	18	2.3%	0	0.0%
Walking To or From School	18	2.1%	18	2.3%	0	0.0%
Playing in Roadway	14	1.6%	12	1.6%	2	4.5%
Walking in Roadway Against Traffic	13	1.5%	12	1.6%	1	2.3%
Walking on Sidewalk	12	1.4%	12	1.6%	0	0.0%
Pushing-Working on Veh in Roadway	9	1.1%	7	0.9%	2	4.5%
Hitching on Vehicle	8	0.9%	8	1.0%	0	0.0%
Crossing Intersection Diagonally	6	0.7%	6	0.8%	0	0.0%
Getting On or Off Bus	6	0.7%	6	0.8%	0	0.0%
Riding in Roadway With Traffic	6	0.7%	6	0.8%	0	0.0%
Riding in Roadway Against Traffic	5	0.6%	5	0.6%	0	0.0%
Getting On or Off Other Vehicle	4	0.5%	4	0.5%	0	0.0%
Riding on Sidewalk	3	0.4%	3	0.4%	0	0.0%
Standing on Crosswalk Median Island	2	0.2%	2	0.3%	0	0.0%
Lying on Roadway	1	0.1%	0	0.0%	1	2.3%
Grand Total	851	100.0%	774	100.0%	44	100.0%

Alcohol and Other Drugs:

There were a total of 8 pedestrian fatalities that were alcohol and other drugs related. Of these, 7 were pedestrians impaired by alcohol and other drugs and one motor vehicle driver was impaired by alcohol and other drugs.

There were 44 pedestrian fatalities in 1998. The age group and gender with the most fatalities were males aged 0 to 4, 15 to 19, and 50 to 54 years. The largest number of female pedestrian fatalities were in the 10 to 14, 50 to 54, and 75 to 79 year age groups (Table 3.17).

Table 3.17 Age and Gender of Pedestrian Fatalities, 1998

	Males		Females	
Age	**#**	**%**	**#**	**%**
00 - 04	4	13.8%	1	6.7%
05 - 09	2	6.9%	1	6.7%
10 - 14	1	3.4%	2	13.3%
15 - 19	4	13.8%	1	6.7%
20 - 24	1	3.4%	0	0.0%
25 - 29	0	0.0%	0	0.0%
30 - 34	1	3.4%	0	0.0%
35 - 39	3	10.3%	1	6.7%
40 - 44	1	3.4%	1	6.7%
45 - 49	1	3.4%	1	6.7%
50 - 54	4	13.8%	2	13.3%
55 - 59	1	3.4%	1	6.7%
60 - 64	0	0.0%	1	6.7%
65 - 69	0	0.0%	0	0.0%
70 - 74	2	6.9%	0	0.0%
75 - 79	1	3.4%	2	13.3%
80 - 84	2	6.9%	0	0.0%
85 +	0	0.0%	1	6.7%
Missing	1	3.4%	0	0.0%
Grand Total	29	100.0%	15	100.0%